

For Sale.

MacEwen, Frickel & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING
STORES.

York HAMS.
Roll BUTTER.
Topmost BUTTER.
French BUTTER.
Egg's COCOA.
VAN HOUTEN'S COCOA.
Picnic TONGUES.
MACKEREL in 5th Tins.
RAISINS and CURRANTS.
Crystallized FRUITS.

SAVORY & Moore's New Infant FOOD.
BARNES & Co.'s JAMS.
Potted MEATS.
PATE DE FOIS GRAS.
Swiss MILK.

BORDEN'S
CONDENSED MILK.

COOKING STOVES.

KEROSENE LAMPS.

WINES, &c.

GILBEY'S Sparkling SAUMUR, Pils. & Qts.
SACCORE'S MANZANILLA.
SACCORE'S Old Invalid PORT.
Old Bourbon WHISKY.
BURKE'S Old Irish WHISKY.
Royal Glenlivet WHISKY.
MARSALE.

THE USUAL ASSORTMENT

OILMAN'S STORES,
at the
Lowest Possible Prices
FOR CASH.

MacEwen, Frickel & Co.
Hongkong, February 10, 1886. 280

NOW READY.

THE COMMERCIAL LAW OFFICE.
ING CHINESE with special reference
to PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail
Office, and at Messrs. LEE, ARNOLD &
Co., Price, 75 cents.

NOW READY.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES
reprinted from 'The China Mail,'
WITH AN APPENDIX
containing the REVENUE OF CHINA,
and may be had at the
Office of this PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH'S,
And Mr. W. BRYCE'S.
Price, 50 Cents.

Notices to Consignees.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signatures, and to take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.
Ex. Act.
AFF (in para.), 5112/5113—2 cases Soap,
consigned to Order, from London.
G. DE CHAMPEAUX,
Agent.
Hongkong, June 4, 1886. 1100

Not Responsible for Debts.
Neither the Captain, the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
ASBIE CLAYTON, American ship, Capt.
R. G. Pondleton—Order.
ALFRED WATTS, American ship, Capt. H.
A. Hyler—Douglas Laprak & Co.
ALMA, German barque, Capt. R. Albert.
—Melchers & Co.
BASS J. H. BOWERS, Amer. barque, Capt.
John A. Plum—Chinese.
BOYD, Norwegian barque, Captain C.
Henrikson—Tong Sang Wo.
CATALINA, British brig, Captain A. R.
Pillington—Jardine, Matheson & Co.
CHARLES DENNIS, American ship, Capt.
L. Allen—Order.
E. J. SPENCE, British barque, Captain J.
H. Gill—Order.
G. C. TOBY, American barque, Captain
R. G. Delano—Ed. Schellhaas & Co.
HENRY S. BARNFORD, American ship, Capt.
G. W. Pondleton—Adamson, Bell & Co.
J. D. PEZZER, American ship, Capt. G.
A. Lane—Messageries Maritimes.
LEONORA, Austro-Hungarian ship, Capt.
G. Moreau—Melchers & Co.
OASIS, American ship, Captain Dillan—
Melchers & Co.
SIRZ, British steamer, Captain Dodd—
Gibb, Livingston & Co.
WANDERING MINISTER, Br. barquentine,
Capt. Hudson—Arnold, Harberg & Co.

Entertainment.

THEATRE ROYAL,
CITY HALL, HONGKONG.
THIS EVENING,
TUESDAY, the 22nd June.

FIFTH GRAND
REMYNI CONCERT,
ON WHICH OCCASION

Edouard Remy
will perform the following Violin Solos:
Allegro-Molto Appassionato, MENDELSSOHN,
(From the Concerto).

Old Hearts of Oak.
The Pilgrim of Love.
Raid Britannia.
Transcribed for the Violin alone by REMYNI
during his present stay in Hongkong,
and which he will THIS EVENING
perform for the First Time.

'Musique de Ballet' (Les)
Huguenots..... MEYERBEER.
AND
By Special Desire,
Capriccio Nos. 23 and 24..... PAGANINI,
From Paganini's Famous 24 Studies.

PRICES OF ADMISSION:
Dress Circle.....\$3.00
Stalls.....2.00
Back Seats.....1.00

Navy and Military in Uniform half price
to Second and Back Seats.

Plan of Theatre now open at Messrs
KELLY & WALSH'S, Limited, where Seats
may be secured.

Manager.....FRANK WESTON.
Hongkong, June 22, 1886. 1206

To-day's Advertisements.

FOR SHANGHAI.
The Steamship
Nippon, Captain W. Potts, will
be despatched for the above
Port TO-MORROW, the 23rd Inst.,
at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, June 22, 1886. 1207

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCOW.
The Co.'s Steamship
Nemou, Captain GODDARD, will be
despatched for the above
Ports on THURSDAY, the 24th Inst., at
Noon, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAK & Co.,
General Managers.
Hongkong, June 22, 1886. 1200

UNION LINE.

FOR YOKOHAMA (DIRECT.)
The Steamship
Mandarin, Captain PORTER, will be
despatched for the above
Port on THURSDAY, the 24th Inst., at
3 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, June 22, 1886. 1212

To-day's Advertisements.

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.
FOR MANILA VIA AMOY.
The Co.'s Steamship
Zafiro, Captain TALBOT, will be
despatched for the above
Ports on MONDAY, the 28th Inst., at
5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, June 22, 1886. 1213

PUBLIC AUCTION.
The Undersigned has received instructions
from Captain LYALL, R.A., to
sell by Public Auction, on
TUESDAY,
the 29th June, 1886, at 2 p.m., at his
Residence No. 1, Lower West Terrace,—
THE HOUSEHOLD FURNITURE, &c.,
comprising:
CARTONED-COVERED DRAWING-ROOM
SUITE.
GLASS AND SIDE TABLES, CHIMNEY
GLASS, OILGRAPHS, CHROMOS, CARPET and
HARSH RUGS.
FRANK EXTENSION DINING TABLE, SIDE-
BOARD, WHISKY and ARM CHAIRS, DIN-
NER, DESSET and TEA SETS, GLASS and
PLATED WARE.
IRON BEDSTEPS and IRON COT, WARD-
ROBE, CHEVAL GLASS, TOILET TABLE, GLASS
and WARDROBE.
COTTAGE PIANO, by J. BROADWOOD
& SONS.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, June 22, 1886. 1211

**Occidental & Oriental Steam-
Ship Company.**

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship SAN PABLO will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 13th July,
at 3 p.m.
Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and sent to the Company
at the Company's Office, until 6 p.m. the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 50% from Return Fare; if re-embarking
within one year, an allowance of 30% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Office,
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, June 22, 1886. 1210

Vessels Advertised as Loading.

SHARE LIST.—QUOTATIONS.
JUNE 22, 1886.

STOCKS.
Hongkong and Shanghai Bank Corp. 60,000 127 1/2 128 1/2
North-China Insurance Co., Ltd. 5,000 200 1/2 201 1/2
Yangtze Insurance Company, Ltd. 8,000 26 1/2 26 3/4
Union Insurance Society Co., Ltd. 10,000 25 1/2 25 3/4
China Traders' Insurance Co., Ltd. 24,000 83 3/8 83 1/2
Canton Insurance Office Co., Ltd. 10,000 25 1/2 25 3/4
Chinese Insurance Co., Limited. 1,500 100 100 100
Hongkong Fire Insurance Co., Ltd. 8,000 25 1/2 25 3/4
China Fire Insurance Co., Ltd. 20,000 100 100 100
STEAMSHIP COMPANIES.
H.K. O. and M. Steamship Co., Ltd. 8,000 100 100 100
Douglas Steamship Co., Limited. 20,000 50 50 50
Indo-China S. N. Company, Limited. 18,387 10 10 10
Fujian & Szechuan Co., Ltd. 31,212 10 10 10
China and Manila S. S. Co., Ltd. 3,500 100 100 100
MISCELLANEOUS.
H.K. & Whampoa Dock Co., Ltd. 12,500 125 125 125
H.K. and China Gas Co., Limited. 15,000 10 10 10
New Shares.
Hongkong Hotel Company, Ltd. 1,000 100 100 100
China Sugar Company, Limited. 5,000 25 25 25
Hongkong Bakery Company, Ltd. 600 50 50 50
Luzon Sugar Company, Limited. 7,000 100 100 100
Perak Tin Mining & S. Co. 5,000 50 50 50
Selangore Tin Mining Co. (S'hai). 2,500 100 100 100
Mining Co. 40,000 10 10 10
H.K. & Whampoa Dock Co., Ltd. 12,500 125 125 125
H. & M. Glass Manufacturing Co., Ltd. 4,000 50 50 50
Chinese Imperial 1881. 8,565 100 100 100
" 1884. 27,900 100 100 100
" 1885. 27,900 100 100 100
" 1886. 27,900 100 100 100
Chinese Imp. (Old Bank Loan) 1886. 27,900 100 100 100
Szechuan Debenture, 1880. 600 50 50 50

To-day's Advertisements.

**FROM LONDON, PENANG AND
SINGAPORE.**
THE S.S. *Glenn* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods, with the exception of Opium,
are being landed at their risk into the
Godowns of the Undersigned, whence and/or
from the Wharves or Boats delivery may
be obtained.
Optional Cargo will be forwarded un-
less notice to the contrary be given before
3 p.m. To-day, the 22nd Inst.
Cargo remaining undelivered after the
20th Inst. will be subject to rent.
The Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, June 22, 1886. 1208

SHIPPING.
ARRIVALS.
June 22, 1886.
Djennah, French steamer, 3,755, Vaquier,
Shanghai June 10, Mails and General,
(1,403 bales Silk).—Messageries MAR-
ITIMES.
Penbrookshire, British steamer, 1,717,
Wilkins, Fouchou June 20, General.
ADAMSON, BELL & Co.
Nippon, British steamer, from Whampoa.
Kung-yui, Chinese steamer, from Wham-
poa.
Glenn, British steamer, 1,482, J.
Sommer, London and Singapore June 17,
General.—JARDINE, MATHESON & Co.
Sardis, French steamer, 470, Barquisien,
Saigon June 16, Rice.—ARNOLD KARBURG
& Co.
DEPARTURES.
June 22, 1886.
Joseph, for New York.
Amoy, for Amoy.
Kai Seng, for Whampoa.
Yuen, for Whampoa.
Yuen, for Singapore and Calcutta.
Belgia, for San Francisco.
Norden, for Swatow.
Penbrookshire, for London.
Diamonds, for Amoy and Manila.
CLEARED.
Greyhound, for Hoihow and Pakhoi.
Electra, for Singapore and Hamburg.
Crusader, for Haiphong.
PASSENGERS.
ARRIVED.
Per Djennah, from Shanghai: for Hong-
kong, Mr. Brennan, (British Consul), and Mrs.
Brennan; for Marseilles, H.E. Senor Salgado
(Spanish Minister), and Mrs. Salgado.
Cognard and suite, Mr. and Mrs. Craven.
Per Glenn, from Singapore, &c., 340
Chinese.
DEPARTED.
Per Don Juan, for Manila, Mr. and Mrs.
Bass.
Per Belgia, for Yokohama, Mr. and Mrs.
Mitchell, Dingley, Nall, Lo Chuek Chow,
Lo Che Ming, and 8 Chinese; for San
Francisco, Mrs. Dodd, Miss Oken, Miss H.
Noyes, and 612 Chinese.
Per Japan, for Singapore, 2 Chinese cabin
and 612 deck; for Penang, 2 Chinese cabin;
for Calcutta, 3 Chinese Binnies.
Per Norden, for Swatow, 100 Chinese.
Per Diamonds, for Amoy, &c., 90 Chinese.
TO DEPART.
Per Greyhound, for Hoihow, 80 Chinese.
Per Crusader, for Haiphong, Messrs. Fon-
coul, Billoux, Delmas, and 15 Chinese.

SHIPPING REPORTS.
The British steamer *Glenn* reports:
Had light winds and fine weather through-
out the voyage.

CARGOES.
Per S. S. *Perona*, sailed June 16th:—
From Hongkong, Canton and Macao:—For
London, 132 bales Fine and Raw Silk, 13
cases Silk Piece Goods, 12,589 boxes and
250 half-chests Tea, containing 49,419 lbs.
Gongon, 182,375 lbs. The Special Caper, 47,202
lbs. Scattered Orange Peel—total 270,288
lbs. Tea; 225 bales Waste Silk, 40 bales
Panjum, 42 cases Brilles and 32 pkgs.
Sundries. For Continent, 141 bales Fine
and Raw Silk, 230 boxes Tea, containing
4,600 lbs. Gongon, 50 bales Waste Silk.
From Amoy: for London, 300 boxes 418
half-chests and 30 pkgs. Tea, containing
23,056 lbs. Tea. From Foochow: for Con-
tinent, 732 pkgs. Tea (particulars unknown).
From Manila, 4 cases Cigars.

POST OFFICE NOTICES.
MAILS will close:—
For BANGKOK.—
Per *Kong Kong*, at 1.30 a.m., on Wed-
nesday, the 23rd inst.
For SINGAPORE.—
Per *Electra*, at 11.30 a.m., on Wednesday,
the 23rd inst.
For TIENTSIN.—
Per *Kung-yui*, at 11.30 a.m., on Wednes-
day, the 23rd inst.
For YOKOHAMA via NAGASAKI.—
Per *Strathleven*, at 1.30 p.m., on Wednes-
day, the 23rd inst.
For SHANGHAI.—
Per *Nippon*, at 3.30 p.m., on Wednesday,
the 23rd inst.
For HAIPHONG.—
Per *Actis*, at 5 p.m., on Wednesday, the
23rd inst.
For SWATOW, AMOY & FOOCOW.—
Per *Nemou*, at noon, on Thursday, the
24th inst., instead of as previously
notified.
For SAIGON.—
Per *Joseph*, at 4.30 p.m., on Saturday,
the 26th inst.
For NAGASAKI, KORE & YOKOHAMA.
Per *Takama*, at 1.30 p.m., on Saturday,
the 3rd July.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *Djennah*
will be despatched on THURSDAY,
the 24th June, with Mails to the
United Kingdom, Europe, and places
beyond, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), the Australian
Colonies, Aden, Natal and the Cape,
Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE BRITISH PACKET.
The British Contract Packet *Rosetta*
will be despatched on THURSDAY, the
1st July, with Mails for the United
Kingdom, Europe, and countries be-
yond, via Brindisi; to the Straits Settle-
ments, Batavia, Borneo, Ceylon, India,
Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing
the Mails, &c.

ROUTES OF CLIPPING.
THE FRENCH MAIL.
The following hours are observed in closing
Mails, &c., by the French Contract
Packet:
Day before departure,
5 p.m.—Money Order Office closes.
Post Office closes, except the
Night Box, which is always
open out of Office hours.
Day of departure,
10 a.m.—Post Office opens.
10 a.m.—Registry of Letters ceases.
Posting of all printed matter
and patterns ceases.
11 a.m.—Mails close, except for Late
Letters.
11.10 a.m.—Letters may be posted with
Late Fee of 10 cents until
11.30 a.m.—When the Post Office closes
entirely.
11.40 a.m.—Late Letters may be posted
on board the packet with Late
Fee of 10 cents until time of
departure.

**CHINA COAST METEOROLOGICAL
REGISTER.**
AT 4 P.M.—JUNE 21.

Station. Barometer at Sea Level. Wind. Force. Weather. Rain during previous 24 hours.

Manila. 29.83 94 61 W 1 b —
Haiphong. 29.75 84 83 SE 1 —
Hongkong. 29.82 83 79 SE 1 o —
Amoy. 29.80 86 72 SE 4 o —
Foochow. 29.65 85 81 SW 2 o —
Shanghai. 29.93 81 SW 2 o —
Wistock. 29.72 69 — E 1 o —

AT 10 A.M.—JUNE 22.

Manila. 29.94 89 95 NW 1 o —
Haiphong. 29.76 84 83 SE 1 —
Hongkong. 29.86 84 76 — 0 o —
Amoy. 29.80 86 72 SE 4 o —
Foochow. 29.68 76 91 SE 3 o —
Shanghai. 29.97 81 SE 3 o —
Wistock. 29.71 59 109 SE 1 or 0.36

The barometer was falling yesterday but
is now rising. Gradients are moderate for
S.W. winds. The temperature is high, the
humidity moderate and the weather over-
cast. Heavy thunderstorms have occurred
at Bolinea between 6 p.m. and 8 p.m. on
the last four evenings.

W. DORRICK,
Government Astronomer.
Hongkong Observatory, Monday, June 22.

1. BAROMETER, reduced to 32 degrees Fahr-
heit, and to the level of the sea in inches, tenths
and hundredths.
2. THERMOMETER, in the shade in degrees
Fahrheit.
3. HUMIDITY, in percentage of saturation, the
humidity of air saturated with moisture being
100.
4. DIRECTION OF WIND, in two points.
5. FORCE OF WIND, according to Beaufort's
Scale.
6. STATE OF WEATHER, in blue sky, a dis-
tinct cloud, a drizzling rain, fog, a gloomy
cloud, a light overcast, a passing shower,
a squally rain, a snow, a thunder, a visibility,
a wet (wet).
7. RAIN, in inches, tenths and hundredths.

METEOROLOGICAL REGISTER.
AT 4 P.M.—TO-DAY.

Barometer. 29.82
Temperature. 83
Humidity. 74
Direction of Wind. S.E.
Force. 1
Weather. b
Rain. —

Hongkong, Observatory, June 22, 1886.

A. G. STOKES, Ship's Broker.

MEMOS. FOR TO-MORROW.

Shipping.
Noon.—*Electra* leaves for Havre, &c.
3 p.m.—*Strathleven* leaves for Nankai, &c.
4 p.m.—*Nippon* leaves for Shanghai.
5 p.m.—*Island* leaves for Swatow.

General Memoranda.
THURSDAY, June 24.—
2 p.m.—Auction of Household Furniture,
&c., at the residence of S. M. Scudder,
Esq., No. 49, Wyndham Street.
FRIDAY, June 25.—
Noon.—Tenders for Artificer's Work re-
ceived by War Department.
SATURDAY, June 26.—
Noon.—Tenders for Purchase of the
British Steamship *Defila* received at
Messrs. Gilman & Co.'s office.
MONDAY, June 28.—
3 p.m.—Auction of British Steamship
Defila at Mr. J. M. Armstrong's.
TUESDAY, June 29.—
2 p.m.—Auction of Household Furniture,
&c., at the residence of No. 1, Lower
West Terrace.
Goods per *Glenn* undelivered after
this date subject to rent.

**SILICATED
CARBON FILTERS**
FOR
PURIFYING DRINKING WATER.

A Shipment of these Filters
in three useful sizes has
just been received by the Under-
signed.

**A. S. WATSON & Co.,
LIMITED,**
THE HONGKONG DISPENSARY.
Hongkong, April 27, 1886. 648

**SUN AND TIDE TABLE FOR
HONGKONG.**
(From The Hongkong Almanack.)
JUNE.

Day of Month. High Water. Low Water. Sunrise. Sunset. Moon. Last Quarter. 25d. 0h. 12m. morning.

23 2.8 0.16 5.18 6.46
24 2.53 1.7 5.18 6.46
25 3.38 2.22 5.18 6.46
26 4.25 2.45 5.18 6.46
27 5.10 2.7 5.18 6.46
28 5.52 2.74 5.18 6.46

High water at Whampoa: 2 hrs. 30
mins. later than at Hongkong; at the
Barrage: 4 hrs. 45 mins.; at the Salt
Ponds: 3 hrs. 30 mins.; at Shamone:
3 hrs. 45 mins.
Moon.—Last Quarter, 25d. 0h. 12m. morn-
ing.
The publication of this issue commenced
at 7.10 p.m.

The China Mail.
HONGKONG, TUESDAY, JUNE 22, 1886.

We publish in another column the letter
addressed by the Chairman of the Cham-
ber of Commerce to the Local Govern-
ment, concerning the alleged deviation
on the part of the Home authorities
from the understanding that the arma-
ment was to be supplied for the defensive
works here was to be 'of the best and
latest pattern of breech-loading ordnance,
capable of resisting the attacks of the
heaviest of modern iron-clads.' It may
at once be admitted that the Executive
here may have been taken by surprise
quite as much as any resident might
have been by the information which we
published concerning the muzzle-loading
Woolwich guns referred to. There can
be no doubt on the mind of any one
who followed the debates in Council that
the understanding, however mistaken,
was that all the forts were to be armed
with the 'best and latest pattern of
breech-loading ordnance,' and what is
more, the head or heads of the Govern-
ment did not appear to make any
attempt except in the direction of
strengthening that understanding. It
cannot and ought not to be alleged that
Sir George Bowen or Mr. Marsh knew
anything to the contrary, and treated
the matter with a mental reserve, be-
cause in this whole question of De-
fences the Colony is entirely in the
hands of the Imperial authorities. The
inconveniences of the unexpected ar-
rival of the muzzle-loaders, and of their
destination becoming known, and of the
action of the Chamber of Commerce,
have to be met. It is a pity that the
Home authorities were not more open
in their explanations, because the awk-
ward impression of an attempt to break
faith with the Council and the commu-
nity has been fairly conveyed, whether
intentionally or not we are not now
prepared to say. The information is,
however, vouchsafed that the provision
of breech-loaders for all the forts
would be unnecessary and extrava-
gant, as for several places muzzle-
loaders will be as effective as any
others. We sincerely hope that this
may be so; but can only repeat that
it is a pity that the fact was not pre-
viously communicated. Of course, the
Local Government seem now to be in a
false position, although the blame cannot
be laid to their door. There exists so
much terrible secrecy about the move-
ments of the Military Authorities in re-
gard to Crown Colonies and their De-
fences, that no fellow (even the Head
of the Local Executive) can understand
it. More the pity, seeing that it gives
birth to suspicion, and a mild form of
official shuffling.

One or two phrases in the Colonial
Secretary's reply are noteworthy. 'His
Excellency has been informed that the
muzzle-loading guns recently sent out
are for such and such a purpose. Mr.
Marsh will not be caught in any misrep-
resentations which are calculated to mislead.
He speaks, like the well-regulated officer
of the peace, of information received'
and he is right in adopting such a

course. There is more, however: these
muzzle-loaders are not only for short
ranges and reverse fire, but for 'interior
and existing works.' His Excellency
is assured that breech-loading guns of
the best and latest pattern 'are to be
provided for the sea batteries,' and that
it is highly probable that the arma-
ment originally proposed will be some-
what augmented in number and in-
creased in power.' Of course, as the
Acting Governor concludes by saying,
'the exact disposition of the armament
must necessarily be left to the decision
of the military authorities.' Certainly,
by all means; and it must also be added
that the 'exact disposition' has been
left to the same authorities for the last
fifteen years, with the result that there is
no unity of policy, facility, or agreement
as to the 'disposition' as there was
when they commenced. Leaving that
matter, however, this is the first hint
which has been given officially of the
possibility of more guns (and more
forts) being required. If the guns are
to be augmented in number, and in-
creased in power, where are they to be
put? Is the tremendously-expensive
redundant mid-channel to be built?
Is that work to be one of the sea bat-
teries? Where are we to end, and who
is to be the final arbitrator in the battle
of the forts and guns? And, above all,
who is to pay the piper? A solution to
these questions may furnish some arduous
work and entail special watchfulness on
the Chamber of Commerce—which
body, by the way, seems to be the only
representative association that is not at
present on holiday.

THE OPIUM COMMISSION.
It is now very nearly ten years ago
since the arrangement was come to, by
virtue of which the Opium Commission,
which is soon to hold its sittings here,
was constituted. The point of view has
altered considerably in that time, and it
is perhaps well to recall to our readers
the original facts of the case.

The interference of the Chinese Re-
venue Cruisers with the junk trade of

TELEGRAMS.

CONSERVATIVES TO SUPPORT UNIONISTS.

LONDON, 21st June.
Lord Salisbury, in a speech at Leeds, declared that the Conservatives were determined to support the Unionists.

CHURCHILL DENOUNCES GLADSTONE.

Lord Randolph Churchill's manifesto denounces the Premier.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.
OUTWARD BOUND.—Compton, May 4; Electra, 28; Achilles, 29; Pandora, June 11; Bengio, Glenarthy, Prima, Prince George, 15; Jann, 18.
HOMEBWARD BOUND.—Moray, June 8; Glenarthy, 11; Kaituma, 15; Antenor, 18.

The next FRENCH MAIL, per the M. M. Co.'s steamer *Saphire*, left Saigon on Monday, the 21st instant, at 5 a.m., for this port, and may be expected here on or about Thursday morning, the 24th instant.

The O. & O. Co.'s steamer *San Pablo*, with the American Mail on board, left Yokohama on Tuesday, the 22nd inst., at daylight, and may be expected here on or about Monday, the 25th inst.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Medusa*, from Trieste, left Singapore on the 18th instant, and may be expected here on or about the 25th inst.

The Indo-China Steam Navigation Co.'s S. S. *Wingang*, from Calcutta, left Singapore for this port on the 18th inst., and may be expected here on or about the 25th inst.

The Union Line steamer *Northern* left Singapore on the 19th inst., and may be expected here on or about the 25th inst.

The O. & O. Co.'s steamer *Ulysses*, from Liverpool, left Singapore on the 20th inst., and may be expected here on or about the 26th inst.

The D. D. R. steamer *Lydia* left Singapore on the 21st instant, and may be expected here on or about the 27th inst.

The Glen Line steamer *Glenfruin*, from London, left Singapore on the 22nd inst., and may be expected here about the 28th inst.

The steamship *Nurjahan* left Singapore for this port to-day, and may be expected here on or about the 29th inst.

The steamer *Colie Monarch*, from New York, has left Singapore for Hongkong, Shanghai and Yokohama.

The O. S. S. Co.'s steamer *Stentor* left Perim on the 15th instant, and is due here on the 1st proximo.

The British steamer *Adella*, from China, arrived at home on the 18th instant.

We remind our readers of the concert to be given this evening in the Theatre Royal by M. Remony.

We are informed by Messrs Mody & Co., the agents, that the steamship *Nurjahan* left Singapore for this port to-day.

A special telegram to the *Shanghai Mercury* says that the late King of Bavaria committed suicide by drowning.

Messrs Jardine, Matheson & Co. inform us that the Glen Line steamer *Glenfruin*, from London, left Singapore to-day (Tuesday) for this port.

We have to acknowledge receipt of the first Annual Reports on the Ocean Trade in Foreign vessels for 1885, published at the Statistical Department of the Inspectorate General of Chinese Customs.

We hear that the torpedo experiments by ships of the British Squadron which were to be made at Port Hamilton this month will not take place, owing to the *Arcturion* being detained longer in dock at Nagasaki than was anticipated.

Mr. Byron Bressan, H.B.M.'s Consul at Tientsin, who has been appointed a member of the Opium Commission which is about to meet in Hongkong, arrived here this morning from Shanghai in the M. M. Co.'s steamer *Djinnah*.

With reference to the collision between the *Hakini* and *Sin Nansing*, the N.-C. D. *News* understands that Capt. Waddell, of the *Sin Nansing*, was held clear of all blame. The *Mercury* hears that the damage to both vessels amounted to \$9,000.

We believe that the French steamer *Loire Inférieure*, which left here for Saigon on the 28th ultimo, encountered one of the typhoons recently, and sustained some damage. She is coming to Hongkong to repair. The extent of the damage is not known, but it is not believed to be serious.

Mr. Thomas Ide Bowler's application for a summons against the publisher and proprietor of the *Hongkong Telegraph* was granted this morning by Mr. Mitchell-Jones. Mr. Bowler alleges that a recent paragraph in the paper contained a slanderous reference to him. The case, we hear, will be tried to-morrow.

We have to acknowledge receipt of the report of the Medical Missionary Society in China for the year 1885, with an appendix containing the account of the semi-centennial celebration of the Society's Hospital, held at Canton on 31st December, and a medical calendar of Canton and the vicinity.

We hear that a fatal accident occurred on board the British corvette *Cleopatra* outside Port Hamilton on the 11th instant, while the crew were engaged in prize firing. It seems that, while one of the guns was being loaded, it suddenly went off, killing Private Oliver, a Marine, and blowing an arm off Lance-Corporal Nunn. It is thought that the accident was due to imperfect hoisting. Private Oliver was buried on shore at Port Hamilton at 5 o'clock the same afternoon.

The *Shanghai Courier* of the 17th instant mentions that a large number of shares of the Selangor Tin Mining Co. were sold that day at \$1 each. Our contemporary adds:—This is a most awful come down from the \$550,000 which they were quoted at some eighteen months ago. Moral—put not your trust in Tin Mines.

We have been assured that the statements made by Mr. Thos. Ide Bowler, in a letter dated 18th June, published by us, are incorrect. The sole reason which Mr. Phillips had for addressing us on the subject in dispute was, to correct the false impression conveyed by certain articles which have recently appeared in the *Mining Journal*. Beyond this explanation, however, the subject need not be further discussed in these columns.

A SHAREHOLDER in the Penak Tin Mining Company writes to the N.-C. D. *News* to ask publicly if the directors are still drawing fees. He says he understands there is now no prospect whatever of the mine turning out any good, and there is he believes about \$1,000 still in the hands of the Company which should be divided amongst the shareholders, and the concern wound up.

LETTER additional information has been got regarding the collision that took place between the German steamers *Falkenberg* and *China* on Saturday at Swatow. We hear that the *China* is but slightly injured, but that she will likely be detained at Swatow for some three weeks, according to it is said to the requirements of German law. It would seem, therefore, that at least the greater part of the \$20,000 damage must have been sustained by the *Falkenberg*.

This morning in the ravine below Kennedy Road, near the line of the proposed tramway, the body of a Chinese male adult, about forty years of age, was found suspended by the man's girdle from the branch of a tree, his feet being about four inches from the ground. The body was accidentally discovered by an unemployed seaman named George Groundwater, who was attracted to the spot by the noxious smell of the body, which from all appearance had been hanging there for about ten days. The body was removed to the mortuary, where an inquest will likely be held on it.

Two cases which were remitted to the Supreme Court for trial have been sent back to be disposed of summarily by the Magistrate at the Police Court. The first case was that of Chan Afuk who was charged with entering a house in Tung Man Lane in the night time and stealing a tin box containing \$46 in money. Mr. Mitchell-Jones sentenced him to six months' hard labour, the first and last fortnight of which to be in solitary confinement, with six hours in the stocks opposite the house where the larceny was committed. The second case sent back was that of Chan Afui, charged with stealing a rug belonging to Mr. C. O. Cohen, and on this prisoner, who is an old offender, a similar sentence was passed.

A CORRESPONDENT signing himself 'An enthusiastic Scot' writes to the N.-C. D. *News* advocating the formation of a St. Andrew's Society in Shanghai. In doing so, he says:—Now Sir, I think the community of Shanghai can muster quite as many if not more Scots than Hongkong, and I think such a Society would be very desirable in many ways than ours. All we want is a good chief and an active Committee. Look back for years to our St. Andrew's Balls in Shanghai and compare them with Hongkong, and what miserable failures they have been, merely from this, that the Scotchmen of Shanghai form their Committee a week or two previous to the 30th November, and then all is hurry-scurry and confusion, and for one night, out of the 365, they are full of patriotism; whereas the Hongkong Society meet several times during the year, and have many pleasant and social gatherings, and their arrangements for the feast of their Patron Saint are always complete and harmonious. With excuses for encroaching upon your valuable space, and trusting as able pen than mine will take up this subject.

This sale of the two lots of Government Ground on the South or upper side of the new Richmond Road, which leads out of the Robinson Road just above No. 1 tank, and is intended to run westward at the rear of Richmond Terrace, the property of the Richmond Terrace Estate and Building Co. Limited—took place by auction yesterday as advertised, the Surveyor General selling on behalf of the Crown. The lots are described by their registered numbers of inland lots Nos. 946 and 947. No. 947 lies to the South East of the Richmond Terrace Co.'s Estate and No. 946 is further East and nearer to the Robinson Road. No. 946, a rectangular piece of ground with a frontage of 200 feet and a depth of 150 feet, containing an area of nearly two quarters of an acre, was the first lot put up. The upset price was \$1,900, or 6 cents a square foot, and the lot was knocked down to Mr. Coughlin, the only bidder, at \$10 above the upset price. No. 947, with a curved frontage of 300 feet along the new Richmond Road and a depth at either end of 200 feet, was also put up at an upset price of 6 cents a square foot, or \$3,400, and, after some competition, was ultimately knocked down to Mr. Goudie, at \$4,170, or nearly 10 cents a square foot. There have been three lots previously sold in this locality, but further east and close to the

junction of the new Richmond Road with the Robinson Road. These lots are inland lots Nos. 942 and 943, sold on the 8th December 1884 at 6 cents a square foot, and No. 930 at 10 cents a square foot. The ground rent for all these lots is calculated at the rate of \$192 per acre per annum.

THE M.M.S.S. *Djinnah*, which arrived here from Shanghai this morning, has on board as passengers for Marseilles *Señor de Albo* Salcedo, the late Spanish Minister Plenipotentiary, and M. Cogordan, the French Minister Plenipotentiary, to China. *Señor Salcedo* arrived in China in 1884 and during the course of service in the country has been twice to Peking and once to Corea, having made Shanghai his home, and signalled his residence in that Settlement by the grand ball which he gave at the Country Club in 1885. He has some sixteen decorations, among them the Grand Cross of the Order of Isabelle the Catholic; he is an Officer of the Legion of Honour, and he also has the decoration of the Chinese Double Dragon. *Señor Salcedo* has earned in a long course of public service; he will be much missed in Shanghai, having made himself very popular by his unflinching honesty; while the grace and affability of *Mina Salcedo* will be remembered for a long time. M. Cogordan arrived in China in October last year, being sent with the special mission of arranging the commercial convention as to Tongking between France and China, and when the Convention was signed, he was appointed Minister by telegram. He has many decorations; he is an Officer of the Legion of Honour and a Grand Officer of the Corona of Italy. His duties have kept him almost exclusively at Tientsin; his residence there having been varied by a trip to Corea to negotiate a treaty.

An action was brought in the Supreme Court sitting in Summary Jurisdiction this morning by Ho Bing Po and others against Li Ting for trespassing on a wharf at Yau-ma-ti, the sum claimed being \$285.82. An interdict was also craved, prohibiting the defendant from making use of the wharf. Mr. Bowler (of Messrs Watson and Deacon) appeared for the plaintiffs, and Mr. Holmes for the defendant. On behalf of the defendant it is stated that a subscription was raised by the shopkeepers of the place to erect a wharf after the former structure had been swept away; that this money was entrusted to the plaintiffs, who erected the present wharf; that up till recently the defendant and other contributors had had free use of the wharf, but that on their employing junks other than the one belonging to the plaintiffs an attempt was made to prevent them or to levy a charge. The dispute seems to be between rival parties in the village, and not long ago an attempt was made to settle the matter in a more rough-and-ready manner than by appealing to the Supreme Court, some of the parties, however, then getting into a little trouble with the police. And it appears they were going to try but a slightly different way of settling the vexed question in the Supreme Court. There it was not going to be a question of fighting power, but of swearing power. The plaintiffs had got together some four or five witnesses, including the Surveyor General, and the defendant, to outflank them. The Acting Chief Justice shuddered at the thought of dipping into the intricacies of such a case in the press of business consequent on the absence of the Chief Justice, and told the parties that, until after the return of Sir George Phillipps, he could not take it up. The whole matter at issue is really the right to the wharf, and as it is a rough-and-tumble affair not worth more than \$100, it is a pity the parties could not be got to accept some compromise rather than have the time of the Court wasted on such a paltry affair. We believe, however, that the Chinese are dogmatically resolute in fighting out the case, as they say there is a point of principle in it.

A CORRESPONDENT from the North sends us the following, which throws light upon the reference recently made by the *Taipei* to the visit of Mr. Dunn to Rome:—

Mr. J. G. Dunn has been perfectly successful in his private mission to Rome, which had for its object the removal of the Roman Catholic Cathedral called *Pao-tang* from the neighbourhood of the Palace, the site on which it stands being required for enclosure within the Palace grounds. Another site, also within the Imperial City, but on the North side, and out of view of the Palace, is given by the Emperor in exchange for the present, and all expenses of removal are paid to the Lazarist Mission, whose property it is. The question of representation of the Vatican at Peking indicated by France has thus been made easier.

THE NEGATIVE RISING SUN of 12th June says:—The movements of men-of-war during the past week have been as follows:—Arrived at the Russian flag-ship *Vladimir Monomach* from Yokohama via the Island Sea on Sunday last, the British gun-boat *Esper* from Port Hamilton on the same date, the French flag-ship *Turquoise* from the latter port on Thursday and the cruiser *Roland* yesterday from Oboe. The departure to record of the time of the British corvette *Cleopatra* and gunboat *Esper*, both for Port Hamilton on Monday; the former is expected here again about the 14th; H.M.S. *Porpoise* was reported to be leaving last p.m. for Hongkong, and the *Porpoise* leaves to-day for Oboe. The *Porpoise* was seen by the *Esper* on Tuesday and Wednesday, and from what was seen of them, they are undoubtedly very fast boats, the quick manoeuvring power of which is remarkable. The *Admiral* is expected out of dock about the 15th, after which the *Champion* will be taken in.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

Two lunkongs, one belonging to the water Police and one to the land Police, were charged at the Police Court this morning before Mr. Mitchell-Jones with misconduct as policemen. Some time ago the water Police lunkong brought a charge against a man for attacking him with a sword on a road at Kowloon and with stealing his watch. It was stated that while walking along the road the lunkong, who was in plain clothes, was set upon by the man. The robber, however, was finally overcome and with the aid of the other lunkong, who was called on the scene, was made fast and handed over to the authorities. The case against the alleged assailant was tried at the Police Court and was dismissed. Suspicion was then cast on the two lunkongs, whose conduct the Magistrate disapproved of; and at the instance of Superintendent Deane they were arrested. It is said that the charge they brought against the man was entirely false, and that he was laid hold of without cause by the water Police lunkong, who, along with the other lunkong, concocted the story about the assault and procured a knife which they said was used by the alleged assailant. Mr. Caldwell appeared in defence of the accused, and after evidence had been heard on both sides at considerable length, the case was adjourned.

H. I. J. M.'s new cruiser *Junica* left Singapore on the 15th instant for Yokohama. THE N.-C. D. *News* mentioned recently that the purchaser of the *Señor* had received some cargo and other things from the vessel. These were sold at Shanghai on the 15th instant, and realised something over \$1,500. FROM what has transpired at the conferences for treaty revision in Japan, the *Night Night* Shinbun doubts whether the country will be thrown open to foreigners for some years. M. KRAETZER, the new *Chargé d'Affaires* for France at Peking, will leave for his post early in July, and the Consulate-General at Shanghai will be in charge of M. Thibaut as Acting Consul-General.

ACCORDING to the *Shanghai* small steam launch, measuring about 20 feet long, was built at the Tientsin Arsenal last month, and a Wei-yuen has been entrusted with navigating it to Peking, for the special use of the Emperor in his excursion to San-hai. One of the Chinamen who came over to Shanghai in the *Chi*, with two Korean girls and one Japanese, has been sent into the city. The other Chinaman has been released. The Japanese girls have been handed over to the Japanese Consul, while the Korean girls are being taken care of by the native authorities.—N.-C. D. *News*.

THE *Shanghai* (Tientsin Times) says that the 3rd month, the Kai-ping Railroad transported 1,480 passengers to Shanghai, 1,572 passengers to Tientsin, 145 cases of general merchandise, 84 cases of time and stones, each cart-load weighing 6 tons, and 13,462 tons of coal dust and charcoal. This shows the utility and prosperity of the railroad, and the Editor of the *Shanghai*, and its success is certainly a good omen for similar undertakings in the future.—*Shanghai Courier*.

THE French man-of-war *Primauguet* was to leave Shanghai on Friday, the 14th instant for Hankow, and will be absent from eighteen to twenty days.

THE Customs Authorities at Foochow have dismissed Mr. Horatio F. Robertson from the Chinese Pilot Service. Mr. J. E. Nestell, late manager of the Foochow Dock, has received his License as a pilot for this port.—*Shanghai Mercury*.—Mr. Robertson lately refused to comply with the regulations, and wrote to the *Mercury* complaining of their oppressive character.

THE Canton Correspondent of the N.-C. D. *News*, writing on the 5th, says that the barriers of the river are not likely to be removed just yet. He also says it is reported that the French Minister had claimed a large sum for damages to Mission Houses and Missionaries during the war, in consequence of which the Peking authorities sent a circular to the Viceroy and Governors asking their advice on the settlement thereof. In Yunnan, Kwichow, Kiangtung and Kiangsi considerable destruction of Mission property and the property of converts took place; of this about eighty chapels were destroyed in Kiangtung alone, some of them belonging to English and American Societies.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports. Opium traffic is prohibited on both sides. Extradition will not be granted except for offences against the common law.

THE NEW TREATY OF COMMERCE between France and China, which was signed at Tientsin on March 26th by Mr. Cogordan and Li Hung-chang, is expected to be ratified, according to *Le Echo de Shanghai*, in October or November. In addition to two stations which are to be opened north of Langson and Kowloon by the end of 1886, our contemporary learns that later on, if justified by the advance of commerce, other places may be opened. This point has been reserved in the Treaty. Import duties have been reduced by one fifth and export one third on the maritime trade. A number of the French subjects in Annam and Tonquin to jurisdiction of the French tribunals; Frenchmen residing in the Treaty ports on Chinese territory will enjoy the same privileges as are conferred on them by extra-territoriality in the Chinese Treaty ports

Capt. Theo. O. Sellinger	Yokohama
Commander J. J. McIlhenny	Yokohama
Captain Huesen	Manila
Lieut.-Com. Thomas Nelson	Manila
Commander Frederick Folds	Manila
Captain M. Suge	Manila
Captain Cravotto	Manila
Captain Poutsika	Manila
Lieut.-Com. Raphael T. Andrade	Manila
Captain Mayet	Hongkong
Commander W. Munin	Kobe
Commander Rudloff	Saigon
Commander Ruyff	Hankow
Captain Arida	Japan
Captain Dreyfus	Hankow
Lieut.-Comander Lapierre	Kiangsi
Captain Glickman	China
Commander Molokosty	Yokohama

Box, No. 2, Wyndham Street, Hongkong

[No. 7140.—JUNE 22, 1886.]

Capt. Theo. O. Sellinger	Yokohama
Commander J. J. McIlhenny	Yokohama
Captain Huesen	Manila
Lieut.-Com. Thomas Nelson	Manila
Commander Frederick Folds	Manila
Captain M. Suge	Manila
Captain Cravotto	Manila
Captain Poutsika	Manila
Lieut.-Com. Raphael T. Andrade	Manila
Captain Mayet	Hongkong
Commander W. Munin	Kobe
Commander Rudloff	Saigon
Commander Ruyff	Hankow
Captain Arida	Japan
Captain Dreyfus	Hankow
Lieut.-Comander Lapierre	Kiangsi
Captain Glickman	China
Commander Molokosty	Yokohama

Box, No. 2, Wyndham Street, Hongkong